

Hongkong Daily Press.

ESTABLISHED 1857.

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T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. (a1857)

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[31]

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BIRTHS.
On the 14th September, at the Peak, Hongkong, the wife of David Wood, of a son. (2475)
On the 2nd September, at Bangkok, the wife of FREDERICK SAMSON, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, U.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 16th September, 1902.

It is refreshing to see a vigorous protest against Russia's conduct in Manchuria made at last in a responsible journal which is not published in the Far East. It is a long time now since the British Press in China and Japan raised its voice against the absolute want of faith shown by the Tsar's Government with regard to the north-easternmost province of the Chinese empire. We need not recapitulate all the insincere assurances made by Muscovite representatives in the East and at the courts of the Powers as to Russia's intention one day in the near future to evacuate Manchuria, safeguarding only the railway line. No one requires to be reminded how Russia has held up to her traditional policy. Agreements have been signed and promises made, with the customary sequel of non-fulfilment. But of late the conduct of the invading officials in Manchuria has been intolerable. Not only have travellers been prevented as far as possible from getting about Manchuria at all and all non-Russian trade checked to the extent of the aggressors' power, but now we are told that the Russian Minister at Peking has advised the commander of the troops to expel the British employees of the Chinese Imperial Maritime Customs who were sent to assume charge of the Manchurian Postal Service. Well may the *New York Times* talk of "effrontery" and "cynicism" on the part of Russia. The words are not strong enough. The Russians are behaving in Manchuria as their Government would not dare to act in Russia herself. It can be imagined what an outcry would arise were that Government to expel

the employees of a company in Russian territory on account of their nationality. A serious international affair would immediately appear. But this reported outrage occurs in territory still Chinese, by Russia's own admission in black and white. If this conduct is to be borne, the question may well be asked, what of Great Britain's remaining prestige in North China. It is not known outside Ministerial circles what our Government is doing with regard to the continued occupation of Manchuria and

the arbitrary acts of the Russian commanders. Questions asked in Parliament have failed to elicit any information of value. Yet it can hardly be believed that nothing at all is being done. In the first place, such a supposition would mean that the new Anglo-Japanese Treaty, which is looked upon as such a notable stroke of policy, breaks down at its first trial. Great Britain and Japan jointly guaranteed the integrity of China and Korea. Manchuria is not excepted from this convention, as it was, according to the German statement, in the once lauded Anglo-German Agreement. If then, Russia can so far neglect the new Dual Alliance in the East as to settle down for an indefinite time in Manchuria, the Alliance is proved impotent within the briefest date of its conclusion, and the boast of Lord Salisbury's last few months of office is shown to be foolish and idle.

Certain nations, no doubt look forward with equanimity to the permanent occupation of Manchuria by China's northern neighbour. Germany has shown that she does not care what becomes of a province where her trade is practically non-existent. France naturally welcomes the idea. A writer in the *Revue des Deux Mondes* last month has an article on what he calls "Russian Manchuria." Taking the remarkable view that Russia's pacific intentions are shown by the continuation of the Trans-Siberian line through Manchuria, he maintains (which nobody will dispute) that Russia must go on guarding the railway, even if she evacuates the rest of the province, and (a totally different matter) that Russia must not permit any commercial competition in Manchuria. Russia, says the writer, will have the fruits of annexation without any of the responsibilities. This is a very natural view for a Frenchman, an admirer of France's ally, to take. It cannot, however, commend itself to the nations with any commercial interests in Manchuria. Three nations, Great Britain, the United States, and Japan, in varying proportions, have important stakes in Manchurian trade. Two of these nations have guaranteed to each other the province's integrity, in common with that of the rest of China. Is it not therefore more than time that an understanding is come to in the matter before things go too far? If the situation continues to develop in the manner it has recently been developing, then we can see no security whatever for the peace of the Far East—and this peace means also the peace of the world in general.

His Excellency the Governor and family will take up their residence at the Peak on Wednesday.

The annual general meeting of the Hongkong Cricket Club will be held in the Pavilion on Tuesday next, the 23rd inst., at 5.15 p.m.

Magisterial enquiries into four recent cases of fatal collapses of houses are shortly to be held. The first one opens on the 25th inst., at 2.15 p.m.

The United States exports to Hongkong in 1902 are estimated to be \$8,500,000 (gold) in official statistics just published. In 1892 they were \$4,894,049.

Beside the one case of plague (Japanese) last week there was one fatal case of cholera (Chinese). Otherwise the Colony was free from communicable disease.

The visitors to the City Hall Library and Museum during last week were 200 non-Chinese, and 46 Chinese to the former, and 48 non-Chinese and 1,725 Chinese to the latter institution.

On the 9th inst. a farewell dinner was given to Sir James L. Mackay at the Shanghai Club by some of the numerous friends that he made during his stay in Shanghai. Mr. F. S. Bourne, Acting Chief Justice, being in the chair, and Messrs. C. J. Dedgson and E. B. Skottowe in the vice-chairs. After the toast of the King had been duly honoured, the Chairman proposed the health of the guest of the evening in a brief speech, to which Sir James responded.

The *P. & T. Times* writes:—To us it is matter of surprise that Sir James Mackay and his colleagues have paid no visit to the North. The vast bulk of the northern trade is masked by the fact that, qua imports, it is tabulated in Shanghai. Had Sir James come North he would have found that *tekis* loans by no means largely in North China and that it is not the dreadful incursions on trade that it is in the centre and parts of the South. Those best qualified to know maintain that as a rule it amounts to no more than 24 or 3 per cent. ad valorem.

Out of the 24 steamships, with a total tonnage of 46,102, which entered the port of Hongkong in August, Great Britain claimed 4, of 2,940 tons!

The final tie in the Warren Football Shield at Singapore on the 5th inst. was won by the 50th Co. R.A., who defeated the Tanjong Pagar team by 6—0.

Mr. Maurice de Bunsan, who was formerly stationed in Siam, is to be Secretary to the Embassy at Paris, with the rank of Minister Plenipotentiary.

H.M. *Tweed* has replaced H.M.S. *Est* at Ichang. Most of the *Est's* officers and crew are on board, but a new commission is shortly expected. The health of the foreign community at Ichang is not very good, several members being down with various ailments.

According to a return made by the Sanitary Bureau in the Japanese Home Department on the 2nd inst., the total number of cholera cases reported in Japan this year is approximately 5,239, of which 2,625 ended fatally. The infected area extends over three cities and twenty-one prefectures.

A telegram received in Shanghai from Tokyo stated that Prince Tai Chen, Special Ambassador to the Cognition, was to be met at Shinomeshi by two China Merchants' steamer *Hingyi*, which had gone there to convey the Prince and suite straight to Tientsin, and that they would leave Shinomeshi yesterday, the 15th inst., for their destination.

According to a Tongshan report, there has been a fight between Cantonese and the Chinese police there over some gambling dens, and there are said to be several southern rascals at Tongshan who are a curse to their quiet and hard-working countrymen, who would be very glad to be rid of them but dare not take the matter into their own hands for fear of troubles in their distant homes.

The *Nagasaki Press* understands that the Japanese Ministers of Home Affairs and Finance have now come to a final decision unfavourable to the estimate for the Nagasaki Harbour Improvement scheme, and have formally notified the Mayor to this effect. The Home Minister has decided to despatch a responsible official to Nagasaki to go thoroughly into the question and report to him.

The latest news from Chenchou received at Chongsha reports the arrest so far of sixteen rascals. Some belong to Chenchou city and others to villages lying in the near vicinity of that city who happened to be in Chenchou on the occasion of the murder of Messrs. Bruce and Lewis, it being one of the regular weekly market days. Not one of the sixteen would, however, confess himself to be the head of the riot, and the officials are still looking for the man.

Mr. J. D. Spreckels, proprietor of the *San Francisco Call*, has sworn to a warrant in the police court at San Francisco charging Governor Gage of California with libel. The alleged libel is contained in a statement, published on the 6th ult., in which the Governor said that charges against him recently published in the *Call* were made for the express purpose of attempting to defeat his re-nomination. Judge Cabanis signed the warrant, which was placed in the hands of Captain of Detectives John Martin for service on the Governor.

Mr. Fyans, a surveyor who had enough of British North Borneo after a few months' service, thus describes one of the sights there, the *Straits Times* says:—They have a railway there, and it is the funniest railway you ever saw or heard of. It was constructed before cart-roads were made, and the railway does not seem to have any approach road at all; and for sixteen miles it runs through a mangrove swamp into which it almost disappears! That is the Jesselton-Besut railway and Jesselton is now the capital.

A German contemporary says:—At the international prize-firing which was arranged for officers and men of the different foreign contingents, and which took place on 10th and 19th ultimo in Tshankwan in favourable weather, the Indian regiment made the best score, whilst the Germans came in second, the French third, the Japanese fourth, the Russians fifth and the Italians (naval detachment) last. It was highly interesting to watch the firing of the different nationalities, the Russians firing with fixed bayonets, Colonel Dobbie of the Punjab regiment made an excellent score in pistol-firing and also secured a first prize in rifle-firing.

The *Osaka Asahi* publishes the following paragraph as based on the statement of a traveller who returned from London by the *Kamakura Maru*, and landed at Kobe on the 3rd inst. The traveller is presumably Mr. Matsui, First Secretary to the Japanese Legation in London:—"The reply of Viscount Cranborne, Under-Secretary of State for Foreign Affairs, to the question relating to the Anglo-Japanese Alliance in the House of Commons (that England did not ask for treaties, she granted them) may have been a slip of tongue. It is not probable that he made such an utterance with any intention of slighting Japan. Viscount Cranborne appeared afterwards to have felt uneasy at the nature of his reply, and could not have had a sound sleep that night. Next morning he called on the Secretary for Foreign Affairs (Lord Lansdowne) and made an explanation. At the same time Viscount Hayashi, the Japanese Minister, visited the Foreign Office and asked for an interview with Viscount Cranborne, who received the Japanese Minister with a downcast face. Viscount Cranborne then made exhaustive explanations, and offered profuse apologies. The result was a thorough reconciliation, and the conversation ended in smiles."

The Japanese exhibition at the Whitechapel Art Gallery attracted 50,000 visitors in a fortnight.
Honolulu papers to hand report the murder by a Japanese cabin-boy of Captain J. J. Jacobson, of the *S.S. Fred J. Wood*, while the vessel was bound from Portland to China with a cargo of lumber.
General Chaffee, who is to be relieved of the chief command in the Philippines at the end of September by General George Davis, is to have a great reception on his arrival at San Francisco from Manila, as it is considered that General Chaffee's conduct of military affairs in the Philippines has greatly enhanced his reputation both in military circles and with the public.
A New York despatch of 5th inst. says:—The much-discussed anti-expansion plank will in all probability not be incorporated in the Democratic platform. All old Democratic doctrines are ignored in the campaign book which has just been issued by the congressional campaign committee; but it charges the Republicans with thwarting anti-trust legislation, advocates the revision and reduction of the tariff, an effectual conclusion of reciprocity treaties, and in this issue accuses the Republicans with inexcusable and unnecessary delay.
A resolution of the Government of India has been published announcing the formation of a Board of Scientific Advice to meet ordinarily twice a year. Its function will be that of a central authority in relation to the various scientific departments growing up in connection with the Revenue and Agricultural Department. Its duties will be to see the work of scientific research distributed to the best advantage and prevent the claims of abstract science being given undue precedence over economic or applied sciences. The Board will be presided over by the Secretary of the Revenue and Agricultural Department. The Indian Government has asked the Secretary of State for the services of an entomologist.

CHOLERA IN THE PHILIPPINES.

The cholera in Iloilo is assuming something of an epidemic form. The report of the 4th inst. from there showed a mortality of nearly 300 in the province. Inspectors have been detailed to fight the disease there and everything possible will be done by the civil authorities to stamp it out. The City of Manila had about the average number of cases on the 4th inst.—12 Filipinos, 3 Chinese, and 2 Americans. The returns of cases and deaths which have been reported since the commencement of the outbreak show 3,869 and 2,912 as the respective totals of cases and deaths.

FATAL ACCIDENT AT NAVAL YARD EXTENSION WORKS.

It was reported yesterday that Suen Chuk (34), a coolie employed on the Naval Yard extension works at Ma Tau Kok, was accidentally killed on Saturday afternoon by the gib of a crane falling on his head. The unfortunate man's left leg was broken, and the gib also inflicted a terrible wound on the crown of his head. The deceased was engaged with others in moving large blocks of granite with the crane, and at the time of the accident was making the key of the crane fast to a block of granite. The wire rope suddenly parted, allowing the gib of the crane to fall on the deceased, who was killed instantaneously. The body was removed to the mortuary.

CRICKET.

OFFICERS, R.E.A., V. REGENTS, R.E.A.

Appended are the scores of this match, played in the Happy Valley on the 11th inst.—

OFFICERS.	REGENTS.
Lieut. L. A. Farnham, b Thurlow	25
Lieut. H. W. Smith, c Wallis, b Thurlow	16
Capt. D. Clapham, at Mages, b Harvey	26
Lieut. Cunningham, c Gallagher, b Field	23
Capt. James, c Smith, b Farnham	24
Capt. Boyd, b Thurlow	32
Lieut. Watson, c Field, b Wallis	0
Lieut. Clark, c Harvey, b Wallis	1
Lieut. Spencer, b Thurlow	3
Lieut. Disney, not out	9
Extras	19
Total	169

REGENTS.

Sgt. Wallis, l.b.w. b Farnham	20
C.Q.M.S. James, b Farnham	0
Sgt. Mages, b Clapham	0
Sgt. Field, b Farnham	13
Mr. G. Thurlow, at Smith	6
Capt. James, c Smith, b Farnham	6
C.Q.M.S. Ansell, c Cunningham, b Stevenson	22
C.Q.M.S. Harvey, c Smith, b Stevenson	5
Sgt. Farnham, c Smith, b Stevenson	5
Sgt. Smith, run out	2
Sgt. Gallagher, not out	2
Extras	11
Total	103

ALLEGED ARMS SMUGGLING.

It is reported from Tientsin that Viceoy Yuan Shi-kai is much concerned with the receipt of news, first from Germany, that a steamer laden with 10,000 Mausers and sixty pompons, with the necessary ammunition, left Hamburg in June last, presumably for China. But the moment the steamer had left Hamburg all trace of her was lost until it was learnt that she had arrived in some Philippine port in July, where the munitions had been transhipped into another vessel. Then came news that the cargo had arrived in August at Macao, where a steamer flying the Chinese flag took over the arms and ammunition. From this spot all trace has been lost. Secret enquiries made at all the treaty ports at the instance of the Peking authorities have failed, so far, in giving the needed enlightenment, and it is thought that the cargo was meant either for the Kwangsi rebels or to arm the rapidly multiplying Boxers in the Yangtze Valley.

The above story is from the *N.C. Daily News* in Native Affairs. We wonder if the Macao Government's attention has been drawn to the statement.

EGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 15th September, 5 p.m.

GRAVE NEWS FROM SZECHUEN.

Armed Boxers entered Chingtu to-day.

Some of them were killed or captured in the streets of the town. The shops are closed and the military are patrolling the place. The situation is serious.

REUTER'S SERVICE.

LONDON, 15th September.

BAD HARVEST IN ENGLAND.

As a result of the late rains, the harvest in England is the worst since 1861. A considerable rise in the price of wheat is expected.

DUBLIN AND THE CRIMES ACT.

The Dublin Corporation have adopted a resolution protesting against the insult and outrage to the citizens by the proclamation of the Crimes Act in Dublin, which is described as the most crime-ridden city in the world.

SINGAPORE'S WATER FAMINE.

The latest Straits papers to hand state that the drought continues; the rain that appears to descend in ample quantities all around the island refuses to shower its blessings on Singapore. The resources of the Municipality are being severely taxed, but so far they have proved equal to the occasion. The latest development is municipal well-opening and well-digging. Some of the old masonry wells built by Syed Ali bin Mahomed al-Jundid about the year 1851 have been found. The work of erecting stand-pipes is progressing well and as soon as there is a sufficient number on the large main, the supply to the side mains in some of the thickly populated side streets will be cut off and householders will have to draw their supplies from the stand-pipes. All that can be done in the way of watering the streets with salt water is being done, but with a supply of water curtailed to eight, the watering area is necessarily restricted. The other carts are engaged in conveying fresh water to high level districts.

NORTHERN NOTES.

The following items are from the *Z. & T. Times* (shortly to become a daily as well as a weekly paper) of the 6th inst.:—

The marriage of Yung Lu's daughter to Prince Chun is notified to take place on the 25th of the 9th moon.

It is confidently stated that the stamp-duty will shortly come into operation, and if the Chinese public rightly understand its object it will prove a very satisfactory means of revenue to the Government, as well as tend to simplify the complications surrounding contracts and title deeds in this country.

Yung Lu the other day went to the Palace to return thanks for "posthumous honours granted to his ancestors." This rather set official Peking on the *qui vive*, as nothing had been heard of it. Enquiry showed that Yung Lu had asked this favour, and as with him to ask is to have, it was granted.

According to the *Je Je*, the Russians have drawn attention to some points in the new Commercial Treaty which they say menace China's integrity, and they warn the Chinese Government that if they do not protest against the Treaty this withdrawal from Manchuria will not take place. This is a fairly safe threat, but we accept the statement with great reservation.

We are glad to hear on the best authority that the prohibition of inland navigation on the Liao has been withdrawn by the Russian authorities under orders from St. Petersburg, the only condition being the observance of the inland-steam navigation rules and regulations. Messrs. Bandinel & Co. are to be congratulated on this termination of what appeared a vexatious interruption of their enterprise.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Salanie*, with the French mail, left Singapore on the 15th inst. at 6 p.m., for this port via Saigon.

The P.M. steamer *Chitau*, with mails, &c., which left hence on the 14th ult. for San Francisco, via Shanghai, &c., arrived at her destination on the 12th inst.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 11th inst.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 11th inst.

The C.P.R. steamer *Tartar* arrived at Nagasaki at 8 a.m. on the 15th inst., and left again at 5 p.m. same day for Kobe, which she is due to arrive at 8 a.m. to-morrow.

The N.P. steamer *Victoria* left Tacoma for Japan and Hongkong on the 12th inst.

The alk ex N.P. steamer *Victoria* arrived in New York on the 10th inst.

The O.S. steamer *Edison* left Singapore on the 14th inst. for this port, and is due on the 15th inst.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 14th September.

THE WEATHER.

The weather here during the last week has been delightful, and the heat has been tempered by an occasional really cool breeze, each seeming as if it were the harbinger of the coming winter. Apropos of this, I may call attention to the need for adjustment in the thermometer recorded by the meteorological office, which daily points a damning finger at Canton and Macao, and presents to the residents of Hongkong the consolation that they are living in the coolest place in South China; in reality those who have been to these three ports in turn will agree that this month Canton has been the coolest, and that Macao is invariably less trying than Hongkong—always excepting the Peak, which is for the most part only seen from afar.

ARRIVALS AND DEPARTURES.

Last Sunday there were more visitors in Macao than there have been before this summer, and also both the *Robin* and *Sandpaper* were here. The latter boat left for the West River on Monday, but it is hoped that it will bring back Capt. Lockhart for his honeymoon in the middle of next month. The *Robin* went out for firing practice on Monday, and the next morning followed the *Sandpaper* to Samahai. This week also there are a number of visitors from Hongkong, including the Colonial Secretary, who has come over for the shooting.

FESTIVITIES.

On Friday evening the Governor gave an evening party at the Flora in honour of Mrs. Lello's birthday; there were a large number of guests and the garden was beautifully lighted up with Japanese lanterns. On September 28th, the King of Portugal's birthday, there will be a service in the Cathedral in the morning, a parade in the afternoon, and in the evening a ball either at the Flora or at Government House. There will probably be the usual illuminations, and it is to be hoped that one or two British gunboats will be present. The bazaar which I mentioned in my last letter will take place on October 11 in the Avenida Vasco da Gama; a ladies' committee has been formed to make arrangements and to receive gifts of any kind for the bazaar.

[FROM ANOTHER CORRESPONDENT.]

Macao, 11th September.

MORE TAXATION.

It appears that the Government of this Holy City is not satisfied with the increased revenues derived from monopolies in gambling houses, in opium-farms, and in some of the primary necessities of life, and is imposing more taxation on various industries which will render the life of the working-class more arduous and living generally very expensive. By a new Ordinance, all fire-cracker establishments must each pay yearly \$1,000. Only one or two establishments will be able to comply with this regulation. The authorities are making a law compelling, under threat of fine and imprisonment, masters to register their servants; of course, a fee is charged for every registration, and it is said that the fee will be small. Nothing is over done gratis in this city. The enforcement of the Ordinance will probably meet with great opposition amongst the Chinese, large numbers of whom will leave for other places, and the trade will suffer by it. It is the Chinese who are supporting the Colony. There is no necessity for this legislation. When a committee was appointed in Hongkong not long ago to study this very question in that Colony, Sir Henry Blake and others who have large experience did not approve the registration of servants.

Hongkong will gain by Macao's blunders. Someone has suggested that the Municipal Council should register all authorities of this Colony, and by imposing on them a regular fee, bring some money to the Municipality, the revenue of which have to a great extent been appropriated by the Government.

DE PORTO REGISTRATION.

The authorities here are not satisfied that a man could not be imprisoned for more than twenty-four hours without being charged before a magistrate, as was formerly the law. According to a new police Ordinance, the commander of the force may keep men in the barracks for forty-eight hours without a trial, not reckoning holidays, when Government establishments are closed. A new Press law for all Portuguese Colonies has already received royal signature and will soon be put in force. In future, all Portuguese who write against the Government and its officers even in a foreign paper are liable to punishment, and if the offenders are foreigners residing within Portuguese jurisdiction, they will be expelled for twelve years from her dominions. Perhaps those who have drafted this law would like to propose the re-establishment of corporal and capital punishment, of slavery, and the branding of all offenders. In Portugal there is full liberty of the Press. The Government, its Ministers and the King are often severely criticised and sometimes in a most extraordinary manner. The Portuguese Government does not learn much from contemporary history. Spain blamed the friars for the loss of the Philippine archipelago. Religious orders have been abolished long ago in Portugal and in her Colonies. If Portugal loses her Colonies, whose fault will it be?

SUPREME COURT VACATION.

The Supreme Court will vacate upon the Long Vacation on Saturday next, the 17th inst.; the Vacation terminates on Friday, 17th October. During that time the Supreme Court and offices will be open for the purpose of holding the Criminal Sessions, also for the issuing of writs, the receiving of interplevy applications, etc., and the transaction of any business in Summary Jurisdiction.

NEW ADVERTISEMENTS

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HONGKONG CLUB

NOTICE

THE SECOND HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, payable on **TUESDAY**, the 30th September, 1902, will be drawn at the Hongkong Club House, at 11 o'clock A.M., on **FRIDAY**, the 19th September, 1902.

Debtors of Debentures are invited to attend the drawing.

C. H. GRACE,
Secretary.
Hongkong, 11th September, 1902. [2430]

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Hongkong, 5th August, 1902. [2115]

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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

THE CRICKET CAMPAIGN OF 1902.

Very rapidly are we drawing to the close of the cricket season, the chief feature of which has been not the play but the persistent rain, which, with few exceptions, has fallen daily.

This diurnal drip has been most disastrous, and to many counties, especially those without any accumulated funds, will prove a most serious matter. They say there have been years, notably 1879, in which the rainfall has been greater, but one very much doubts the assertion.

Apart from the unrelenting behaviour of the Clerk of the Weather Bureau there are not many novelties. As I pointed out last week, Yorkshire are in accord with precedent the champion county team. Next to that comes the decline of Middlesex. The Metropolitanians were accustomed to the plumpest position in days long ago, when we were wont to look for Notte at the summit and for Middlesex at the bottom of the table of merit. They have had a bad time this year, and I attribute their lowly status to the unsettled composition of their team rather than to any weakness in attack.

For Albert Trotter and Jack Hearne are bowling better than last year, though their "changes" are less effective. But their batting has been far from satisfactory. For instance, Mr. Pelham Warner has until quite recently been out of form, and Mr. G. W. Beldam has not developed.

Mr. Bosanquet is not so fruitful of runs as before. There are no men just now to lead off as Mr. A. E. Stoddart and Mr. H. B. Hayman, both of the Hampshire club, used to do, and there is not a Mr. A. J. Webb on the side.

Mr. Cyril Wells and Mr. James Douglas make marvellous reappearances, it is true, but these fugitive innings of a hundred do not do a team much good and altogether Middlesex have been below par. Undoubtedly they have missed the services of their keen captain, Mr. Gregor McGregor, who has taken unto himself a good lady.

Lancashire have had an unsatisfactory summer, for it was thought that with Mr. A. C. MacLaren back to lend their side, and with the discovery of Sydney Barnes, the new bowler, the county of cotton and coal would have a glorious time, if they did not run Yorkshire close for the Championship. But Barnes has not justified the eulogium of Mr. MacLaren, who declared him as fine a bowler as Tom Richardson at his best. He may yet vindicate himself, but he delivers too many off balls for my liking, and far too many so much to the off that they are valueless as decoys to fool a man out. Then Sydney Webb and Jack Sharp have been comparatively ineffective. The former was left out of the team after the Somerset match in June, but prior to that he captured eight wickets for 3 runs against the M.C.C., seven for 17 against Kent at Old Trafford, three for 35 against Somerset at Bath, four for 30 against Worcester at Old Trafford, four for 45 and two for 53 against Somerset at Manchester, and yet he has never played since! To the outsider this does not seem like good judgment, and Barnes has not, in my opinion, bowled so well as to shut him out. Jack Sharp has none of that accuracy of length which is indispensable. Outfield seems to have lost his pace from the pitch, and Hallows has done one astounding performance on a mud heap at Tonbridge. Moreover, the only men who have batted up to satisfaction have been Tydesley and Mr. MacLaren. No wonder then that the Duke of Lancaster has not progressed. Despite the fact that Mr. C. B. Fry has not shown the phenomenal form of last season, and that K. S. Ranjitsinghji has been spasmodic in his scoring, Sussex have advanced. Of course one could not expect the old Oxonian and the celebrated Calcutta to always maintain the tremendously high standards they have set themselves. On the whole they have played well for their county, but wretchedly for England.

A NEW CRICKET STORY.

By the way, I heard a good story the other day about Fry. A famous bowler was inclined to be humorously sarcastic after dining with K. S. Ranjitsinghji, and he ventured the observation that Fry and Brockwell, the latter of whom was present, were not great batsmen. He said they had no variety of strokes. Whereupon Ranji said: "Well, how would you set your field for Mr. Fry?" "Oh," answered the bowler, "I should have a short leg, and the rest of the team—the rest could go to the refreshment bar." At this rally there was uproarious laughter. "Then," said Ranji, "how would you manage for Brockwell?" "Well, as to him," responded the bowler, "short-leg could join the others at the bar." Then came Brockwell's chance, for he observed to the bowler, "But here Fry has made some big scores against you." "Yes, quite so," replied the sarcastic bowler. "Then, clearly, on your own argument, you are no bowler," retorted Brockwell. And I think the Surrey professional won the argument.

SOUTHERN AND MIDLAND JOTTINGS.

But to return to my subject, I must say that Mr. William Newham has batted this year in a style quite reminiscent of twenty seasons ago, while Fred Tate, commonly called "Chubby" by his fellow professionals, has never bowled better in his life. Last year Tate, for the first time in his life, took 100 wickets—really 126 for 20 runs each; but this year he looks like securing about 150 at a less cost. Moreover, in his thirty-fifth year he was selected to help England, and the deadlines of his medium-paced deliveries deserved the distinction, even although he was unfortunate in the Test Match. Never in my time has any Sussex bowler been selected for England before. The advance of Tate gives cause for the more satisfaction, inasmuch as

Joe Vane seems to have lost all his leg-break effectiveness. Not a great deal, and I dare say that the prophecy of a member of their committee to me that in about three years they will have a good team again may prove true. I am sorry to say that Surrey seem to be surely retrograding to their position of the early "eighties." There is not a great deal of change in other shires, but Leicestershire have failed as badly as Middlesex, though I am right down glad to see an improvement in Derbyshire, for they have had a long and a terrible struggle. But they certainly are improving, for the old Rugby boy, Mr. A. E. Lawton, has made some big scores, and Mr. E. Maynard Ashcroft, an Owens College doctor, has come right to the front with increased opportunity. The greater leisure came with an unexpected windfall in the family, and I should not be surprised at Mr. Ashcroft, who is only one of the Bobby Abel build, making a great name. Then Derbyshire have also gained strength in C. A. Ollivier, the West Indian. I noted to my intense surprise that there were five amateurs selected to play for Derbyshire against Worcestershire. Time was when Mr. S. H. Evershed used to go on tour with ten professionals, so that there is a happy blending here. Moreover Warren and Bestwick are bowling better, and of Humphries, who has succeeded Storer as a wicket-keeper, I hear nothing but praise, although I have not seen him. Speaking collectively these strike me as the most interesting phases of the season. Individually there is little more to say than I have already recounted beyond the strange death of new cricketers. We see the same familiar faces almost year after year. New players of any class are certainly rare. But we must not overlook the remarkable performances of the "old men," for Arthur Shrewsbury, the most scientific bat of his period, W. G. Grace, the greatest cricketer the world has ever seen, William Gunn, the most polished of all the batsmen of great stature, and William Murdoch, the Australian, each of the early eighties, have all been wonderfully successful. The Australian cricket team has confounded the Colonial critics and been a brilliant combination. But of them I shall take an opportunity of writing at length.

CHANGES IN FOOTBALL LAW.

All the clubs are busily preparing for the football campaign, which will open on the 1st day of September, although it will be rather later before the Rugby Union clubs are on active service. But the professionals of the Association code have already responded to the call to arms, and are in active training for the League tournament. We shall have a new and an important football law in operation, and I shall be very curious to see how it works. The penalty area is entirely altered, and does not now extend from touch line to touch line in length, nor is it twelve yards in width. But eighteen yards from each goal post there will be marked two straight lines coming out at right angles from the goal line, and of course running parallel with the touch lines for a distance of 18 yards. These two lines will be connected by a line parallel to the goal line. If you figure it out you will see that this means a parallelogram 44 yards long by eighteen yards wide. This will be the penalty area, and will enclose another geometrical figure of the same design to be called the goal area, 8 yards long by 6 yards wide. There will be a 12 yards' mark for the penalty kick. In this little enclosure the goalkeeper is a sacred person, except he be holding the ball or obstructing an opponent. But in the larger oblong all players must be fair, or the penalty law will be enforced. That is to say, any intentional tripping, kicking, jumping at a player, holding an opponent, pushing an adversary, or handling the ball by the defending side within this space of 18 yards by 44 yards must be visited by the punishment of a penalty kick. The Association world has been much worried over this alteration, and personally I still think that this is a very questionable change. I prefer the whole sweep of the field, and contend that a player on the line has as much right to special protection when he is about to centre as a forward who is approaching goal. There is no denying that centres by wing men bring goals. I have heard that the alteration has been brought about to please Scotland. It can, however, be said that the new law has its advantages, for there is more protection to the attacking side in the centre of the field and the half-backs will be better able to follow up their forwards. This is after all a very important point, and it is quite arguable that the innovation may induce the outside wing men to part with the ball before dribbling up into the region of the corner flag, and may encourage the cultivation of a little finesse between the outside and inside forwards. We see very little of this nowadays, and a change which may bring more art and less force into the really noble game is to be commended. Still, as I say, I have my doubts about the way the law will work. There are two other changes in the new official rules which are of moment, as I see that a referee has now power not only to order a player off the field, but he has the same peremptory privilege as a linesman, and can appoint a substitute in his place. Again, the death-knell has been sounded of the quibbler who propounds all sorts of curious questions, such as if the referee threw the ball up in the air, and it was blown into goal, would this be a goal? Law 15 now reads:—"In the event of any temporary suspension of play from any cause the ball not having gone into touch or behind the goal-line, the referee shall throw the ball up where it was when play was suspended, and the ball shall be in play when it has touched the ground. If the ball goes into touch or behind the goal-line before it is played by a player, the referee shall again throw it up." Ergo, exit the "blown goal" and the quibblers.

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LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th October.
LONDON	MENELAUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
MASSILLIES, LONDON & ANTWERP, v. S'FORE & C.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
MASSILLIES, &c., via PORTS OF CALL	LAOS	Fr. str.	—	Flandin	MESSAGERIES MARITIMES	On 22nd inst., at 1 p.m.
MASSILLIES, LONDON & ANTWERP, v. S'FORE & C.	AWA MARU	Jap. str.	—	N. Trenut	NIPPON YUSEN KAISHA	On 24th October, at Daylight.
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HAMBURG & HAMBURG	DAMHRO	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th inst.
HAMBURG & HAMBURG	PREUSSEN	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 28th October.
HAMBURG & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 22nd October.
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HAMBURG & HAMBURG	MARBURG	Ger. str.	—	Zacharias	HAMBURG-AMERIKA LINIE	On 15th November.
ODESSA, via PORTS OF CALL	KNIAS GORTSCHAKOW	Rus. str.	—	—	BRADLEY & CO.	On or about 15th October.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Brit. str.	—	Klausberger	SANDER, WIELE & CO.	On 19th inst., p.m.
NEW YORK via SUEZ CANAL	GLANROD	Brit. str.	—	Sally	McGREGOR BROS. & GOW	To-morrow.
NEW YORK via SUEZ CANAL	AFION	Brit. str.	—	MacGregor	SHAW, TOMES & CO.	On 29th inst.
NEW YORK via SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO., LD.	About 20th inst.
NEW YORK via SUEZ CANAL	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	EXPRESS OF JAPAN	Brit. str.	2 m.	H. P. B. R.N.R.	STANDARD OIL CO. OF NEW YORK	On or about 5th October.
NEW YORK via SUEZ CANAL	ATHENIAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 1st inst., at Noon.
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VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	HYSON	Brit. str.	—	W. H. Cope	BUTTERFIELD & SWIRE	About 2nd October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	W. C. Craven	NIPPON YUSEN KAISHA	On 6th October, at 4 p.m.
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AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 2nd October, at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	—	M. Haywell	NIPPON YUSEN KAISHA	On 4th October, at Noon.
MOJI, KOBÉ & YOKOHAMA	MIYUKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th October, at Noon.
YOKOHAMA & KOBÉ	TRIESTE	Brit. str.	2 m.	McGregor	SANDER, WIELE & CO.	To-morrow, p.m.
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KOBÉ	IDZUMI MARU	Jap. str.	—	F. W. Horton	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
KOBÉ	TAIYUAN	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 4th October.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
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SHANGHAI	DAHLGREN	Brit. str.	—	R. A. Peters	MESSAGERIES MARITIMES	On or about 22nd inst.
SHANGHAI	SINGAO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 27th inst.
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MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SINGAPORE, PENANG, BOMBAY	ROSEMA MARU	Jap. str.	2 m.	Tate	MINATO BUREAU KAISHA	On 28th inst., at 3 p.m.
SINGAPORE & BOMBAY	NANKIN	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
SINGAPORE & BOMBAY	TIBOL	Aus. str.	2 m.	Bretford	SANDER, WIELE & CO.	On 26th inst., p.m.

SHIPPING.

ARRIVALS.

Sept. 14, HONGKONG, British str., 2,500, W. Dawson, Singapore 9th Sept. General.
Sept. 14, FRENCH, British steamer, 2,241, J. Roris, N. Shanghai 11th Sept. General.
Sept. 14, BUTTERFIELD & SWIRE, British str., 1,002, P. Koch, Kobe 8th Sept. Recd.
Sept. 15, AMARA, British steamer, 1,500, C. J. Matlock, Java 10th Sept. Sugar.
Sept. 15, JARDINE, MATHESON & CO.
Sept. 15, COMRA, British str., 3,155, D. J. Davies, Batavia 7th July, Petroleum.
Sept. 15, GLENROD, British str., 3,441, Selby, Amoy 4th Aug. General.—McGREGOR BROS. & GOW.
Sept. 15, HUK, French steamer, 704, Goddard, Haiphong and Kwangchow 14th Sept. General.—A. R. MARY.
Sept. 15, LOONGKANG, British str., 1, 92, G. S. Waigall, Manila 12th Sept. General.—JARDINE, MATHESON & CO.
Sept. 15, P. & O. S. N. Co., str., 837, T. Seeborg, Hongkong 11th Sept. and He-how 14th Sept. General.—A. R. MARY.
Sept. 15, SKULD, Norw. str., 914, A. Berthom, Bangkok 8th Sept. Rice.—CHINESE.

CLEARANCES.

15th September.
Dardanus, French str., for Haiphong.
Hakata Maru, British str., for Amoy.
Kwanglo, Chinese str., for Shanghai.
Lyonmon, German str., for Canton.
Pelayo, British str., for Shanghai.
Phrynia, German str., for Bangkok.
Pyrrhus, British str., for Singapore.
Triumph, German str., for Hongkong.
Whitapou, British str., for Canton.

VESSELS IN DOCK.

15th September.
ABERDEEN DOCKS.—Glenlogie, Starfield.
KOWLOON DOCKS.—Solent, H.M.S. Vivern.
Stans, Benbury, Plymouth, Kowloon, Luzon.
Hakata, Longwood, Empress of Japan.
COSMOPOLITAN DOCK.—U.S.S. Macellan.

SHIPPING REPORTS.

The British steamer *Pyrrhus*, from Shanghai 11th Sept., had N.E. wind, fine weather generally, slightly hazy.
The British steamer *Loongkang*, from Manila 12th Sept., had moderate N. to N.E. breeze with smooth sea and cloudy weather till arrival.
The German steamer *Zeichen*, from Kowloon 5th Sept., had westerly wind and heavy rain showers in the Gulf of Siam. From Paduan to port fine weather; light northerly wind and light N.E. swell.
The British steamer *Comra*, from Batavia 7th July, had fine weather throughout, light N.E. winds and smooth sea; gentle swell from N.E. at times and light showers; current setting N.N.W. about half knot, after passing lat. 14 N.

VESSELS PASSED ANKER.

August 21, Am. ship, *A. G. Ropes*, Rivers, May 13, from Cardiff for Nagasaki.
August 22, British str., *Uita*, Watkey, Aug. 19, from Singapore for Wellington.
August 22, Am. ship, *Astral*, Dunham, May 17, from New York for Hongkong.
August 22, British str., *Meeduff*, Huslin, from Delagoa Bay for Surabaya.
August 23, Norw. bark, *Nova*, Mikkelsen, Aug. 14, from Surabaya for Batavia.
August 24, Dutch str., *Koning Willem II*, Bakker, from Amsterdam for Batavia.
August 24, Dutch str., *Priam*, Pollatos, from Amsterdam for Batavia.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBRIE, Am. barque, S. Amesbury.—Standard Oil Co.
ALLAS, American ship, McKay.—Standard Oil Co.
ASTRAL, American ship, Dunham.—Standard Oil Co.
KELAT, British ship, J. Hughes.—Order.
MANUEL LAGUANO, American ship, Nicholl.—Standard Oil Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above TO-DAY, the 16th inst., at 4 p.m.
This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 12th September, 1902. [244]

THE COMPANY'S STEAMSHIP

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"GLENROY,"
Captain Selby, will be despatched as above TO-MORROW, the 17th inst.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 9th September, 1902. [240]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, & SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"NIPPON."

Captain Klausberger, will be despatched as above on FRIDAY, the 19th September, p.m.
For information as to Passage and Freight, apply to
SANDER, WIELE & CO.,
Agents,
Queen's Buildings,
Hongkong, 6th September, 1902. [3]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THIRTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STREAMERS. DESTINATIONS. SAILING DATES.
KONIGSBERG HAVRE and HAMBURG On 17th Sept. Freight and Passengers.
BAMBERG (Calling at Singapore and Penang)
HAMBURG HAVRE and HAMBURG On 24th Sept. Freight.
FRIEDRICH (Calling at Singapore and Colombo)
FRIEDRICH HAVRE, BREMEN and HAMBURG On 8th Oct. Freight.
SILVIA (Calling at Singapore and Penang)
SILVIA HAVRE and HAMBURG On 22nd Oct. Freight.
SAXONIA (Calling at Singapore and Colombo)
SAXONIA HAVRE and HAMBURG On 6th Nov. Freight.
SERBIA (Calling at Singapore and Penang)
SERBIA HAVRE and HAMBURG On 19th Nov. Freight.
MAKBURG (Calling at Singapore and Colombo)
MAKBURG HAVRE and HAMBURG On 12th Dec. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
R.M.S. "EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN" Comdr. H. Mowatt WEDNESDAY, 8th Oct.
R.M.S. "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.
R.M.S. "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.
R.M.S. "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given a choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the directness of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Booklets, Rates of Passage and Freight, apply to
J. K. BROWN, General Agent,
Pedder's Street.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

HANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
GLENOGLE	G. E. Warner	3,750	September 20th
PLEIADES	W. H. Smith	3,750	October 4th
VICTORIA	J. Panton	3,563	October 18th
OLYMPIA	J. Truebridge	2,837	October 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
Hongkong, 13th September, 1902. [7]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PE-NANG & BOMBAY.

STREAMERS TO SAIL ON REMARKS.
SINGAPORE, PE-NANG & BOMBAY * NANKIN About 17th Sept. Freight only.
NANG & BOMBAY * C. J. Benton, R.N.R. September

LONDON CEYLON Noon, 19th Sept. Freight or Passage.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ About 20th Sept. Freight only.

LONDON, &c. BENGAL Noon, 27th Sept. See Special Advertisement.
SHANGHAI BALLAARAT About 27th Sept. Freight or Passage.

* Calling at Colombo if sufficient indorsement offers.
For further Particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, 15th September, 1902.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SAURDAY, 20th Sept. at Daylight
F. L. Sommer	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 22nd Sept. at 4 p.m.
KINSHU MARU	KOBÉ	THURSDAY, 25th Sept. at Noon
F. L. Pyne	KOBÉ and YOKOHAMA	FRIDAY, 26th Sept. at Daylight
IDZUMI MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 26th Sept. at Noon
F. W. Horton	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SAURDAY, 4th Oct. at Daylight
HITACHI MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAURDAY, 4th Oct. at Noon
YAWATA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 8th Oct. at 4 p.m.
A. E. Moses	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 7th Oct. at Noon
AWA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SAURDAY, 4th Oct. at Daylight
N. Trenut	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAURDAY, 4th Oct. at Noon
KUMANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 8th Oct. at 4 p.m.
E. W. Haywell	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 7th Oct. at Noon
SHINANO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SAURDAY, 4th Oct. at Daylight
W. H. Cope	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAURDAY, 4th Oct. at Noon
MIYUKI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	MONDAY, 8th Oct. at 4 p.m.
M. Yagi	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 7th Oct. at Noon

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	SAILING DATES.
PRINCESS IRENE	WEDNESDAY, 17th September
PRINZ REGENT LUITPOLD	WEDNESDAY, 1st October
PREUSSEN	WEDNESDAY, 15th October
* HAMBURG	WEDNESDAY, 29th October
SACHSEN	WEDNESDAY, 12th November
GERA	WEDNESDAY, 26th November
* KLAUSCHOU	WEDNESDAY, 10th

OCEAN STEAM SHIP COMPANY, LD.

FROM		OUTWARDS.	STEAMERS	TO SAIL
GLASGOW	LIVERPOOL	"ACHILLES"	On 25th September.	
GLASGOW	LIVERPOOL	"MENECLAUS"	On 1st October.	
GLASGOW	LIVERPOOL	"AGAMEMNON"	On 10th October.	
GLASGOW	LIVERPOOL	"DEUCALION"	On 16th October.	
GLASGOW	LIVERPOOL	"PATROCLOUS"	On 24th October.	
GLASGOW	LIVERPOOL	"STENTOR"	On 30th October.	

FROM	HOMEWARDS.	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 16th September.	
LONDON	"DIOMED"	On 30th September.	
LONDON	"NESTOR"	On 14th October.	
LONDON	"ACHILLES"	On 28th October.	
LONDON	"MENECLAUS"	On 11th November.	
LONDON	"AGAMEMNON"	On 25th November.	
LIVERPOOL	"PYRRHUS"	On 15th September.	

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"KAISOW"	On 19th September.
GLASGOW and LIVERPOOL...	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA "RYSON"	"RYSON"	On 2nd October.

The S.S. "KAISOW" left Singapore on the 14th inst. for this port and is due on the 19th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW, NINGPO and SHANGHAI	"CHANGCHOW"	On 17th September.
SHANGHAI	"SINGAN"	On 17th September.
MANILA	"WHAMPOA"	On 18th September.
ILOILO and CEBU	"SUNGKIANG"	On 22nd September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, DELISBAANE, SYDNEY and MELBOURNE	"KAIFONG"	On 26th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th September, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 21st
AND AMOY	"T. KITANO"	September.
TAMSAI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 28th
AND AMOY	"T. OGATA"	September.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 17th
AND AMOY	"T. SATO"	September.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 24th
AND AMOY	"I. GOTO"	September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 15th September, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA & YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	HONGKONG
INDRAVELL	4,889	W. C. Craven	October 14, 1902
INDRAMITHA	4,889	Hollingsworth	November 14, 1902
INDRAMITHA	4,889	R. P. Craven	December 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1. 8. 2.

"AFRIDI" About 20th Sept.

"HILGLEN" 27th Sept.

"RICHMOND CASTLE" 11th Oct.

"LOTHIAN" To follow.

"LOWTHER CASTLE" To follow.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 3rd September, 1902.

VESSELS ON THE WERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE"

Captain Macozzi, will leave for the above places TO-MORROW, the 17th inst., P.M.

This Steamer has Capital Accommodation for Passengers. Electric Light and carries a Doctor.

SANDER, WIELE & CO., Agents.

Princo's Building.

Hongkong, 13th September, 1902.

[2428]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above port on THURSDAY, the 18th inst., at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation midships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th September, 1902.

[2429]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOCK.

THE Russian Steamer

"MANCHURIA"

Captain Prah, will be ready to load here on the 15th September for the above ports, and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 9th September, 1902.

[2313]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship

"LAOS", Captain Flandin, with Mails, Passengers, Space and Cargo, will leave this Port for MARSEILLE, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Space and Parcels until 3 P.M., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th September, 1902.

[2]

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Tate, will be despatched for MANILA on FRIDAY, the 26th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA, Agents.

Princo's Buildings, 100 House Street.

Hongkong, 8th September, 1902.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"TIROL"

Captain Bretfeld, will be despatched as above on FRIDAY, the 26th inst., P.M.

This Steamer has Capital Accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELE & CO., Agents.

Princo's Building.

Hongkong, 11th September, 1902.

[3]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON"

Captain MacGregor, will be despatched for the above port on MONDAY, the 29th inst.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 13th September, 1902.

[2421]

IMPERIAL GERMAN MAIL LINE.

TEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN"

OF THE NORDDEUTSCHER LLOYD.

Captain E. Plohn, does here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 15th September, 1902.

[5]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched for this for Bombay, on SATURDAY, the 27th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th September, 1902.

[1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAHITI, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1902.

[2389]

UNITED STATES AND CHINA JAPAN S.S. LINE.

REGULAR SERVICE.

FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

The following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANI" About 30th Sept., 1902.

S.S. "INDRAWADI" "Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO., Agents.

"Indra" Line, Ltd.

[280]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 30th Oct.

For Freight and other information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.

Hongkong, 12th September, 1902.

[2441]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW"

3,287 Tons Gross Register.

will be despatched for ODESSA VIA PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & CO., Agents.

Hongkong, 15th September, 1902.

[2461]

NATAL LINE OF STEAMERS.

THE Underdog GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL LINE.

Service hence to CALCUTTA. Sailing from CALCUTTA for Cape Town every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

NOTICES TO CONSIGNEES.

FROM HAMBURG, BREMEN, ROTTERDAM, AND ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILVIA"

Captain Beltrons, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

YNG Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 11th September, 1902.

[2439]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 12th September, 1902.

[7]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 18th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1902.

[11]

OCEAN STE

VISITORS AT HOTELS

THE WEATHER.
CHINA COAST METEOROLOGICAL
BUREAU, 14th SEPTEMBER 1951

BURTON	MR. J. E. L.
BURTON	MR. R. J. M.

STATION.	Hour.	Latitude N.	Longitude E.	Time from Paris.	Direction of Wind.	Force in Paces.	Weather.
Valdivostok	2 p.	32.38	79	—	—	—	b
Hakodate	"	30.04	—	—	—	16	a
Tokyo	"	35.67	—	—	—	2	b
Koshi	"	35.04	—	—	—	2	b
Nagasaki	"	33.37	—	—	—	4	b
Nagashima	"	30.91	—	—	—	4	b
Oshima	"	29.02	—	—	—	0	b
Naha	"	26.39	—	—	—	6	b
Shanghai	"	30.89	—	—	—	6	b
Taipei	1 p.	30.37	—	—	—	4	b
Taipei	"	28.32	—	—	—	4	b
Taipei	"	26.33	—	—	—	4	b
Koshun	"	30.85	—	—	—	6	b
Pescadore	"	33.54	—	—	—	6	b
Utsululu	3 p.	32.06	82	70	—	3	bm
Sharp Peak	"	34.38	83	77	—	5	b
Amoy	2.30 p.	23.54	90	63	—	2	b
Amoy	5 p.	23.79	87	—	—	3	b
Canton	"	23.32	84	—	—	3	b
Hongkong	"	22.58	84	98	—	3	b
Victim Peak	4 p.	—	—	—	—	1	b
Gap Rock	"	29.63	—	—	—	1	b
Macao	"	21.84	89	—	—	1	b
Haiphong	"	—	—	—	—	—	b
Manila	"	22.75	90	—	—	6	b
Manila	8 p.	—	—	—	—	1	b
Macao	"	—	—	—	—	2	b
Udlo	"	29.50	85	—	—	2	b
Cebu	"	23.76	87	—	—	3	b
C. B. Janice	4 p.	—	—	—	—	—	b
15th SEPTEMBER. A.M.							
Valdivostok	7 a.	32.38	89	99	—	3	b
Hakodate	6 a.	30.01	—	—	—	10	b
Tokyo	"	35.06	—	—	—	2	b
Koshi	"	35.05	—	—	—	2	b
Nagasaki	"	33.09	—	—	—	2	b
Nagashima	"	30.90	—	—	—	2	b
Oshima	"	29.07	—	—	—	2	b
Naha	"	26.38	—	—	—	2	b
Shanghai	"	30.89	—	—	—	2	b
Taipei	"	30.37	—	—	—	2	b
Taipei	6 a.	28.32	—	—	—	6	b
Taipei	"	26.33	—	—	—	0	b
Taiwan	"	30.85	—	—	—	4	b
Koshun	"	30.85	—	—	—	6	b
Pescadore	"	33.54	—	—	—	6	b
Utsululu	8 a.	30.13	82	70	—	3	bm
Sharp Peak	"	34.38	83	77	—	5	b
Amoy	6.30 a.	23.55	91	69	—	1	b
Amoy	9 a.	23.85	87	—	—	3	b
Canton	"	23.30	84	74	—	3	b
Hongkong	10 a.	22.54	84	98	—	1	b
Victim Peak	"	—	—	—	—	—	b
Gap Rock	"	29.94	—	—	—	4	b
Macao	"	21.86	90	—	—	1	b
Manila	"	22.74	90	—	—	6	b
Manila	9 a.	—	—	—	—	0	b
Macao	"	—	—	—	—	2	b
Udlo	"	29.50	85	—	—	2	b
Cebu	"	23.69	88	—	—	3	b
C. B. Janice	10 a.	—	—	—	—	—	b

Mr. G. B. Addison Mr. and Mrs. Langford

On the 17th at 11:37 A. — The barometer has risen generally, the pressure is lowest in the Pacific to the N. of Luzon, highest over the E. coast of China, and just below the 22° N. parallel in the Formosa channel and the N. part of the China sea.

Forecast: — Moderate N.E. breeze; fair.

	Previous day 7:30 p.m.	On date at 10 a.m.	On date at 2 p.m.
Barometer	30.51	30.50	30.50
Temperature	84	84	86
Humidity	75	75	75
Direction of wind ..	E	E	E
Force	2	3	3
Wind	5	5	5
Moist	5	5	5

Highest noon observations on the 17th.

Miss Campbell	Militante
Miss Dow	Mr. F. J. Morse
Mrs. Dufour	Mrs. Y. E. M.

Lowest open air temperature on the 15th 78
Hongkong Observatory, 15th September.

HONGKONG TIDE TABLE.

From 15th to the 22nd September.

Inner Water.			Outer Water.		
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.

Capt. & Mrs. Anderson	Mr. J. H. Mitchell
Capt. Calton	Lieut. Morgan

Days	16	m	h	m	h	m	h	m	h	m	h	m
Tues.	16	m	7	37	4	4	3	37	4	4	3	37
Wed.	17	m	8	25	4	4	4	25	4	4	4	25
Thur	18	m	8	51	4	4	7	51	4	4	7	51
Fri	19	m	9	13	4	4	5	13	4	4	5	13
Sat.	20	m	9	38	4	4	6	38	4	4	6	38
Sun.	21	m	10	34	4	4	8	34	4	4	8	34

Mrs. Marshall Mr. Jas. D. Wilson

G RACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale in their stall at Hongkong Hotel Corridor a large variety of fine Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton

Hongkong 3rd October, 1901. 64

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